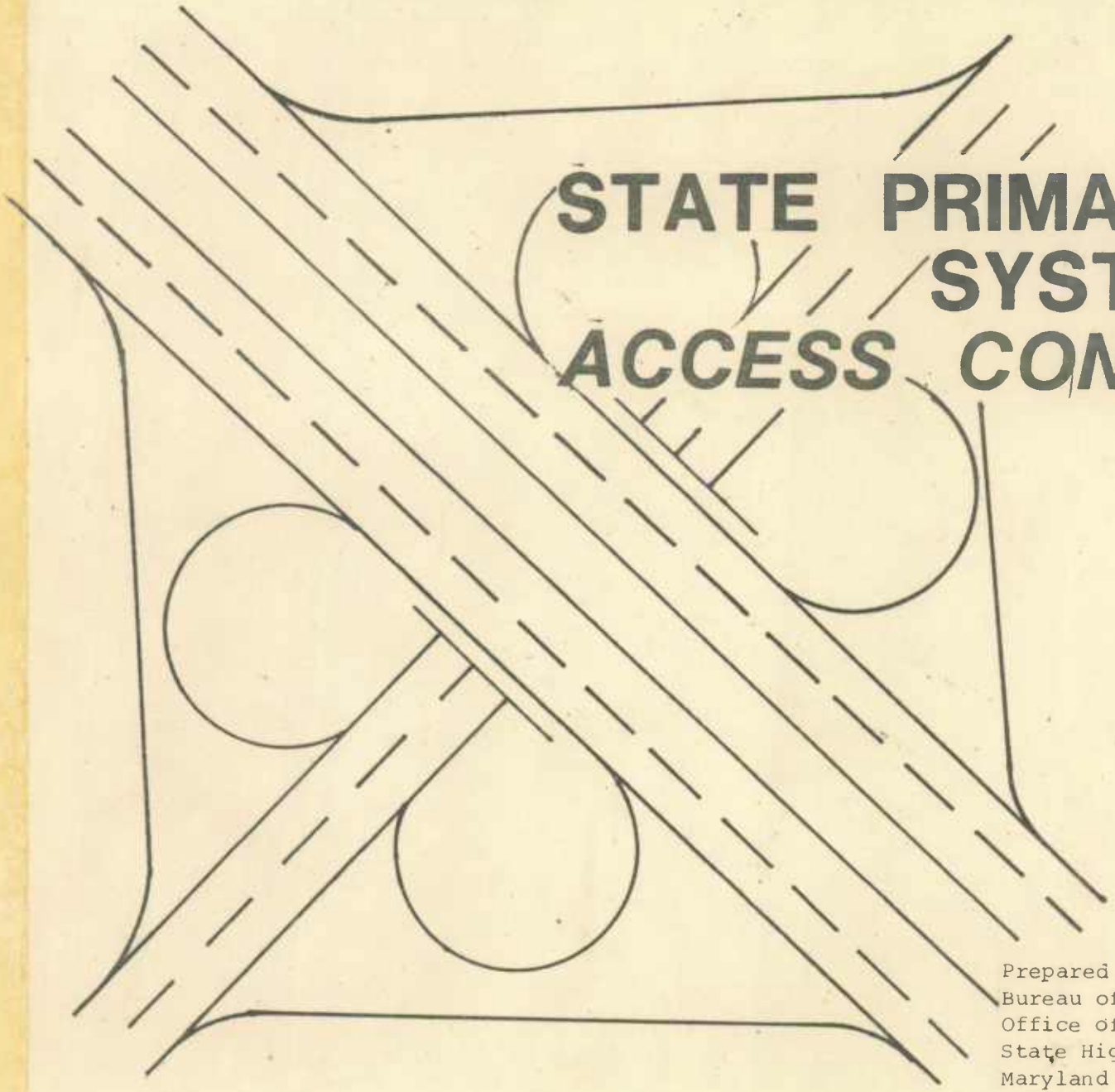


STATE PRIMARY HIGHWAY SYSTEM
ACCESS CONTROL STUDY

Prepared by:
Bureau of Planning & Program Development
Office of Planning & Preliminary Engineering
State Highway Administration
Maryland Department of Transportation
1982-1985 Published September 1986

PURPOSE

The State Highway Administration's jurisdictional responsibilities apply to 5,196 miles of roadway ranging from Interstate freeways to narrow country roads. While the State Highway Administration's system represents only 17% of the total highway mileage in Maryland, it serves a disproportionately high 73% of the estimated annual vehicular miles of travel in the State, exclusive of the toll facilities. This apparent mileage/service imbalance occurs because the State Highway Administration system includes most of the high volume interstate and inter-regional arterials.

With preservation of existing public works systems being a priority at all levels of government, access controls along State Highway Administration arterial highways is a viable method of improving capacity and safety. As a first step in making rational decisions regarding future improvements, this inventory of existing access controls has been developed.

Included in this inventory are maps and line item listings outlining each access controlled state highway. This inventory should be used by technicians and managers to make decisions concerning the State Highway System.

BACKGROUND

For purposes of this report, control of access is defined as limiting the locations where traffic may enter or exit a highway. Full control of access restricts vehicular access to grade separated interchanges and no driveways or at-grade intersections of any kind are permitted (freeway design). Partial control of access limits access points to public roads which intersect at-grade, but where access to private roads is generally precluded (expressway design).

These definitions are in conformance with those of the American Association of State Highway and Transportation Officials (AASHTO). Unfortunately, the State's legal description of controlled access highways contradicts the AASHTO definition of design type.

State Facilities Definition

By State definition, a full controlled access roadway is termed "Expressway". In Title 8, Section 101(g) of the Annotated Code of Maryland an expressway is defined as a major highway of four or more lanes that has a median, grade separation at each crossroad, as well as points of entrance and exit limited to predetermined locations. Partially controlled access roadways are denoted as "Controlled Access Highways" in Title 8-101(8) of the Annotated Code of Maryland. This type of highway is defined therein as a "major highway with the same characteristics as an expressway, except that the conflict of cross-streams of traffic is not eliminated necessarily at each intersection by grade separation structures."

AASHTO Control Definition

By AASHTO definition, control of access is the condition where the right of owners/occupants of abutting land or other persons to access, light, air, or view in connection with a highway is regulated by public authority.

Full control of access means that preference is give to through traffic by providing access connections with selected public roads only, and by prohibiting crossings at-grade or direct private driveway connections. As previously mentioned, the State Annotated Code refers to this type of facility as an "Expressway" while the AASHTO design type is "Freeway".

Partial control of access means that preference is given to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossings at-grade and occasionally important private road connections. The State Annotated Code refers to this type of facility as a "Controlled Access Highway". The AASHTO design type is "Expressway" when applied to a multi-lane divided highway.

APPLICATION

Access control is generally accomplished by legally obtaining right of access from abutting property or by the use of frontage roads. The principal advantages of access control are the preservation of the as built capacity and the improved safety to highway users. Some degree of access control should be considered on all arterials and in the development of any highway on new location. The degree of access control may range from minimum driveway regulations to full control.

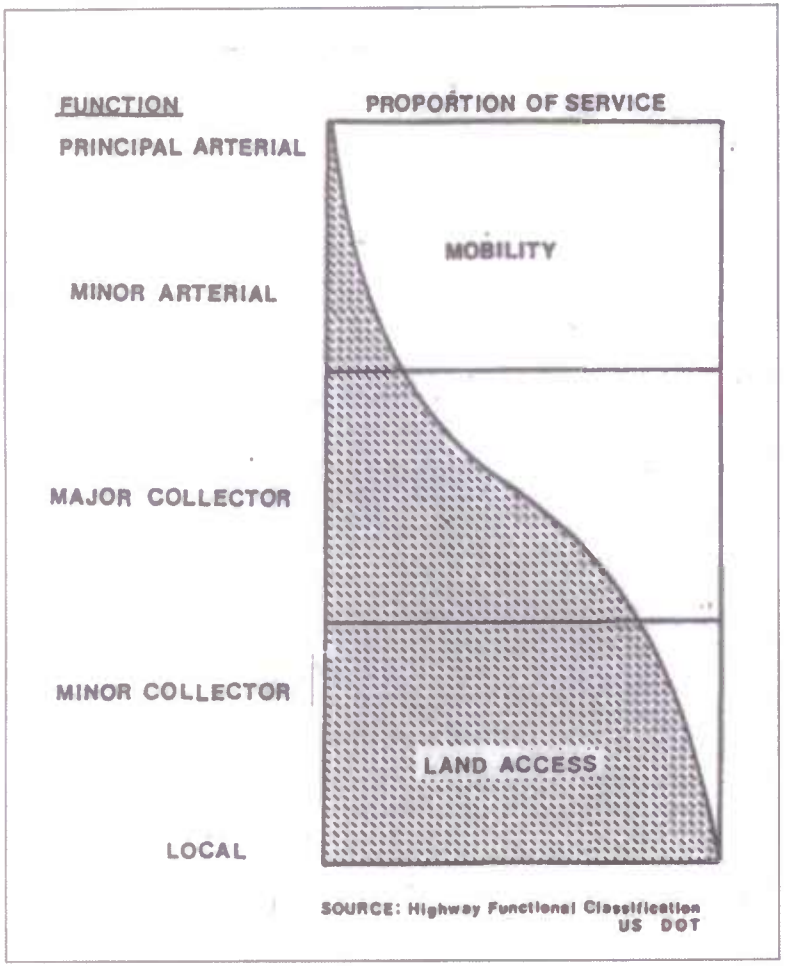
Justification for the extent of access control should be based on the highway's functional classification. Functional classification defines the primary purpose the highway is intended to serve. Arterial highways are intended to accommodate relatively long distance trips, thus mobility with the associated need for high level access control is emphasized. At the opposite extreme "locals" are oriented to land access purposes and access controls are neither cost effective nor desirable. Collectors serve the dual purpose of providing direct land access and limited mobility service of conveying traffic between properties and arterials. Access controls along collectors are usually limited to controlling median breaks and access point spacing.

Maryland's highways are functionally classified per the following Federal Functional Classification System rural hierarchy:

Principal Arterial, including Interstate
Minor Arterial
Major Collector
Minor Collector
Local.

A schematic representation of the relationship of function to the desirable proportion of a roads service which should be for the purpose of land access and mobility is illustrated in Figure 1.

Fig. 1
Relationship of Functionally Classified Highways
In Serving Traffic Mobility and Land Access



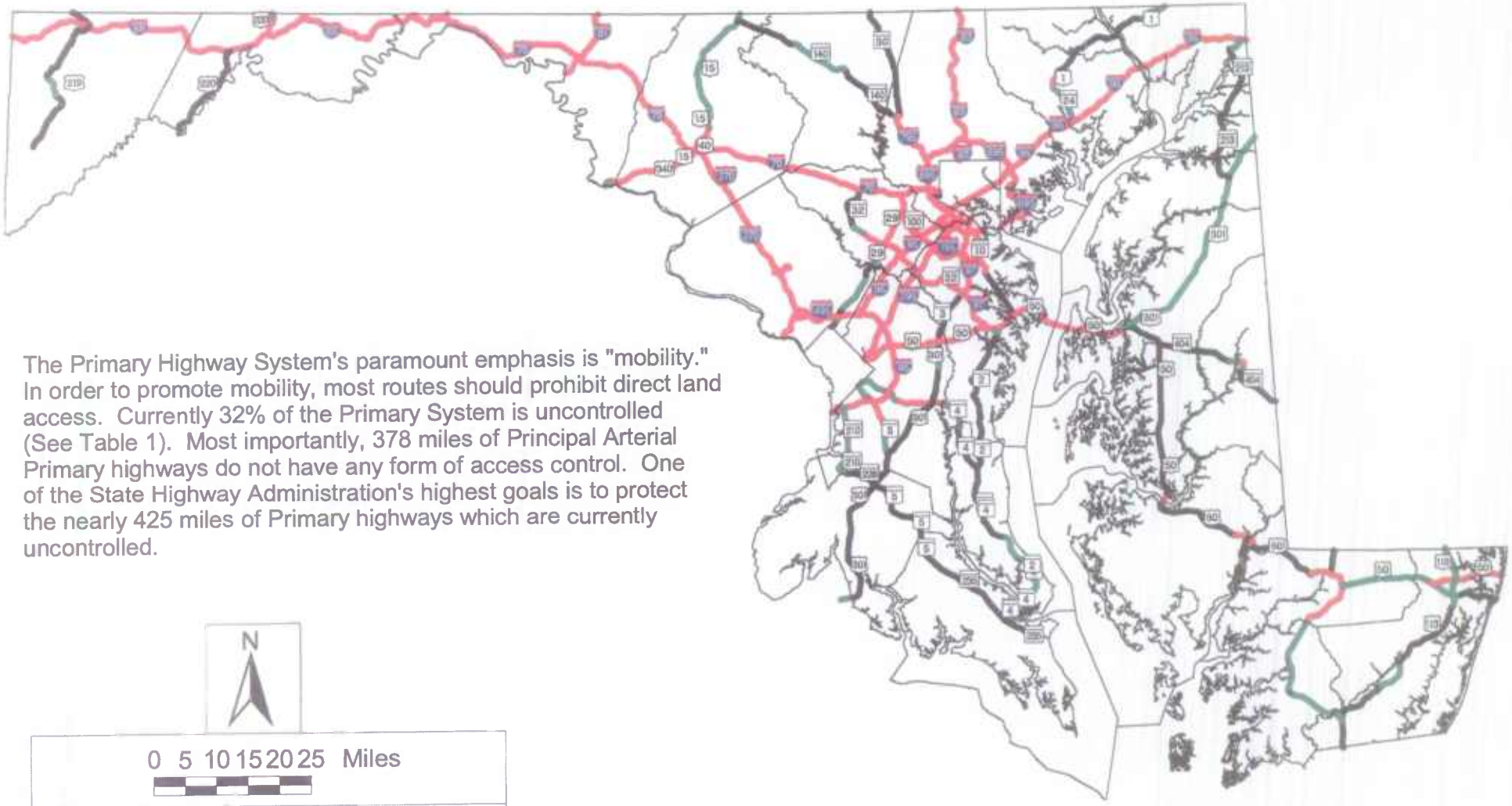
Ideally all arterials are potential candidates for access controls. Of the 5,196 miles of existing State Highway Administration roadways only 21% currently have access controls. Considering that approximately 59 percent of the State Highway Administrations system is composed of arterial facilities, the discrepancy between what is ideally desirable and what exists is very large.

Table 1
Summary of SHA Access Controls

	Primary System		Secondary System		Total System	
Controls	Miles	Percent	Miles	Percent	Miles	Percent
Full	661	50%	16	1%	677	13%
Partial	231	18%	162	4%	393	8%
None	425	32%	3701	95%	4126	79%
Total	1317	100%	3879	100%	5196	100%

Since establishing access controls on all existing arterials is neither possible nor prudent, the State's Primary Highway System is the focus of access control efforts. This limited mileage system, comprised mainly of Principal Arterials, provides the interstate and inter-regional framework for vehicular travel in Maryland. While representing slightly more than 4% of Maryland's highway mileage, the State Primary Highway System handles nearly 64% of the total vehicle miles of travel. The designated Primary highways are vital to Maryland's social and economic well being and their operational integrity must be preserved.

FIGURE 2



The Primary Highway System's paramount emphasis is "mobility." In order to promote mobility, most routes should prohibit direct land access. Currently 32% of the Primary System is uncontrolled (See Table 1). Most importantly, 378 miles of Principal Arterial Primary highways do not have any form of access control. One of the State Highway Administration's highest goals is to protect the nearly 425 miles of Primary highways which are currently uncontrolled.

N

0 5 10 15 20 25 Miles

EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No Control

Figure 3
EXISTING CONTROLS ON PRIMARY SYSTEM BY COUNTY

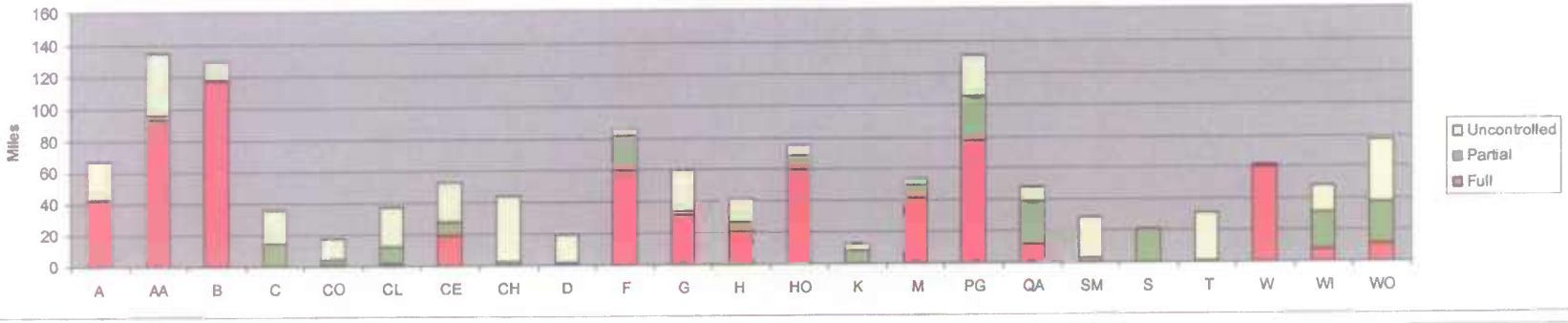
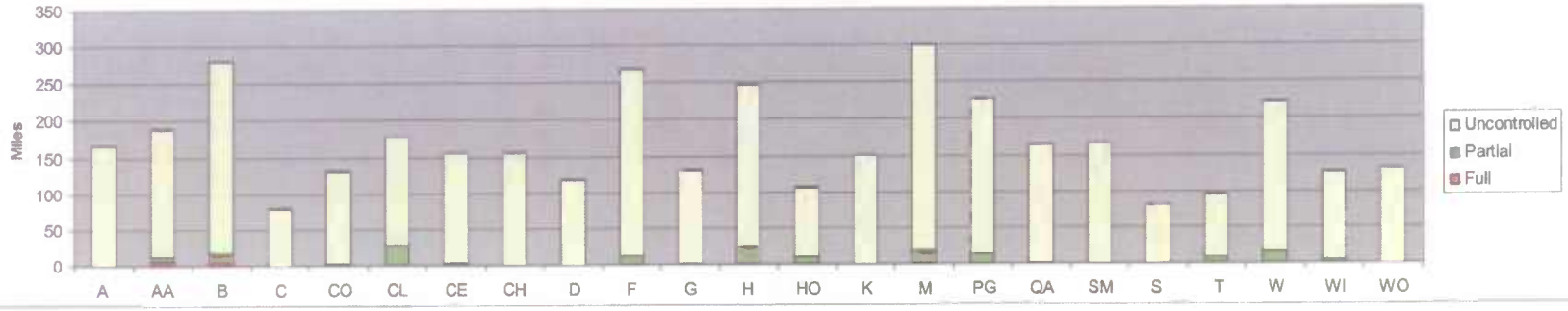
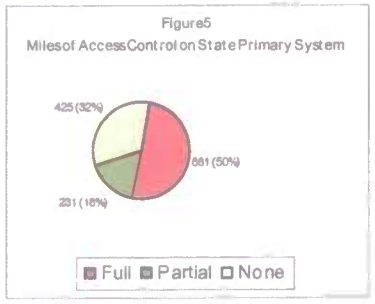
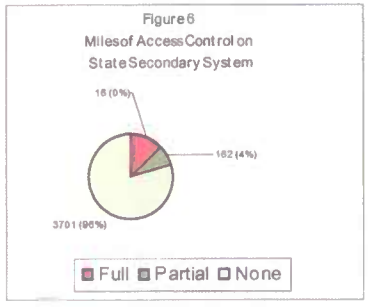


Figure 4
EXISTING CONTROLS ON SECONDARY SYSTEM BY COUNTY







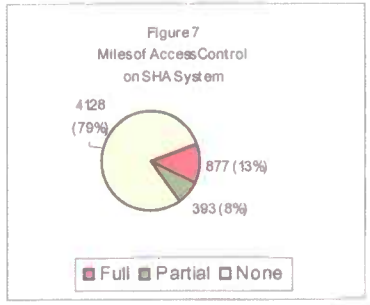
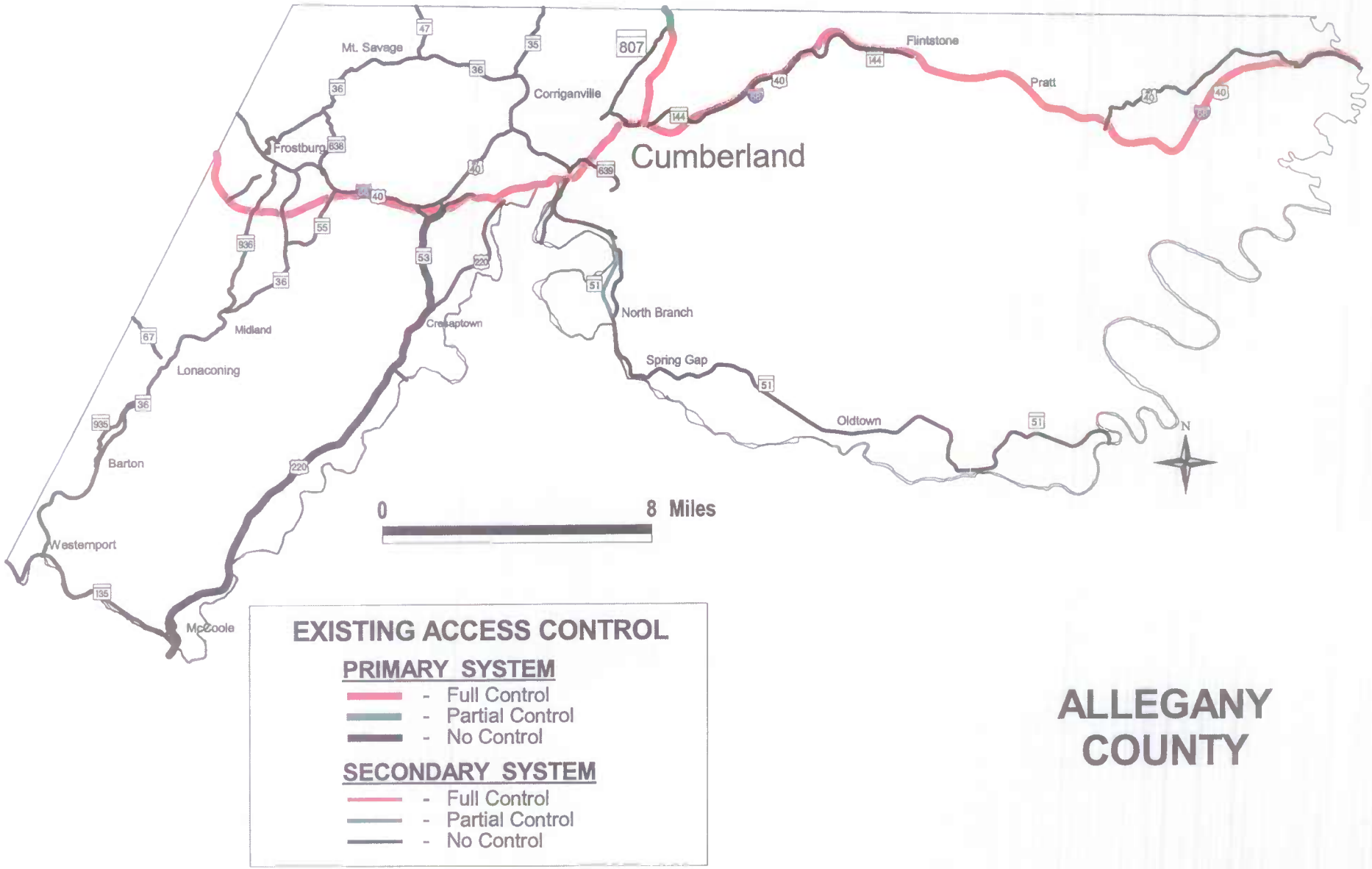


Table 2
STATE HIGHWAY ADMINISTRATION ACCESS CONTROLLED MILEAGE BY COUNTY

County	Primary System				Secondary System			
	Full	Partial	Uncontrolled	Total	Full	Partial	Uncontrolled	Total
Allegany	43	1	24	68	0	0	167	167
Anne Arundel	92	4	38	134	6	6	179	191
Baltimore	117	1	11	130	5	11	264	280
Calvert	0	14	22	36	0	0	80	80
Caroline	1	3	13	18	0	3	129	132
Carroll	2	10	26	37	0	29	150	179
Cecil	19	9	25	53	0	4	152	156
Charles	0	2	42	44	0	0	155	155
Dorchester	3	0	17	19	0	1	118	119
Frederick	60	22	5	86	0	13	254	268
Garrett	32	2	26	60	0	2	129	132
Harford	20	6	14	41	2	23	223	247
Howard	60	9	7	75	0	11	95	107
Kent	0	9	4	13	0	0	150	150
Montgomery	42	8	5	54	2	16	283	301
Prince George's	78	28	26	131	1	13	213	227
Queen Anne's	12	28	8	48	0	2	163	165
St. Mary's	0	3	26	29	0	0	167	167
Somerset	0	21	0	21	0	0	81	81
Talbot	1	0	30	31	0	8	87	95
Washington	60	2	0	62	0	15	206	222
Wicomico	8	23	17	49	0	5	122	127
Worcester	11	27	39	77	0	0	131	131
Totals	661	231	425	1317	16	162	3701	3879

COUNTY INVENTORY OF SHA ACCESS CONTROLS


Mt. Savage
Frostburg
Corriganville
Cumberland
Flintstone
Pratt
Midland
Lonaconing
Barton
Westernport
Mc Coole
Crellaptown
North Branch
Spring Gap
Oldtown
0
8 Miles
N
EXISTING ACCESS CONTROL
PRIMARY SYSTEM
- Full Control
- Partial Control
- No Control
SECONDARY SYSTEM
- Full Control
- Partial Control
- No Control
ALLEGANY COUNTY

ALLEGANY COUNTY

EXISTING CONTROLS OF ACCESS

Revised 8/04

State Primary System Summary

Total Mileage = 68.30

2003 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	43.41	0.83	21.06	65.10	95.31%
Minor Arterials	0.00	0.00	3.20	3.20	4.69%
Collector	0.00	0.00	0.00	0.00	0.00%
Total	43.41	0.63	24.26	68.30	100.00%
Percent	63.56%	0.92%	35.52%	100.00%	

State Secondary System Summary

Total Mileage = 167.47

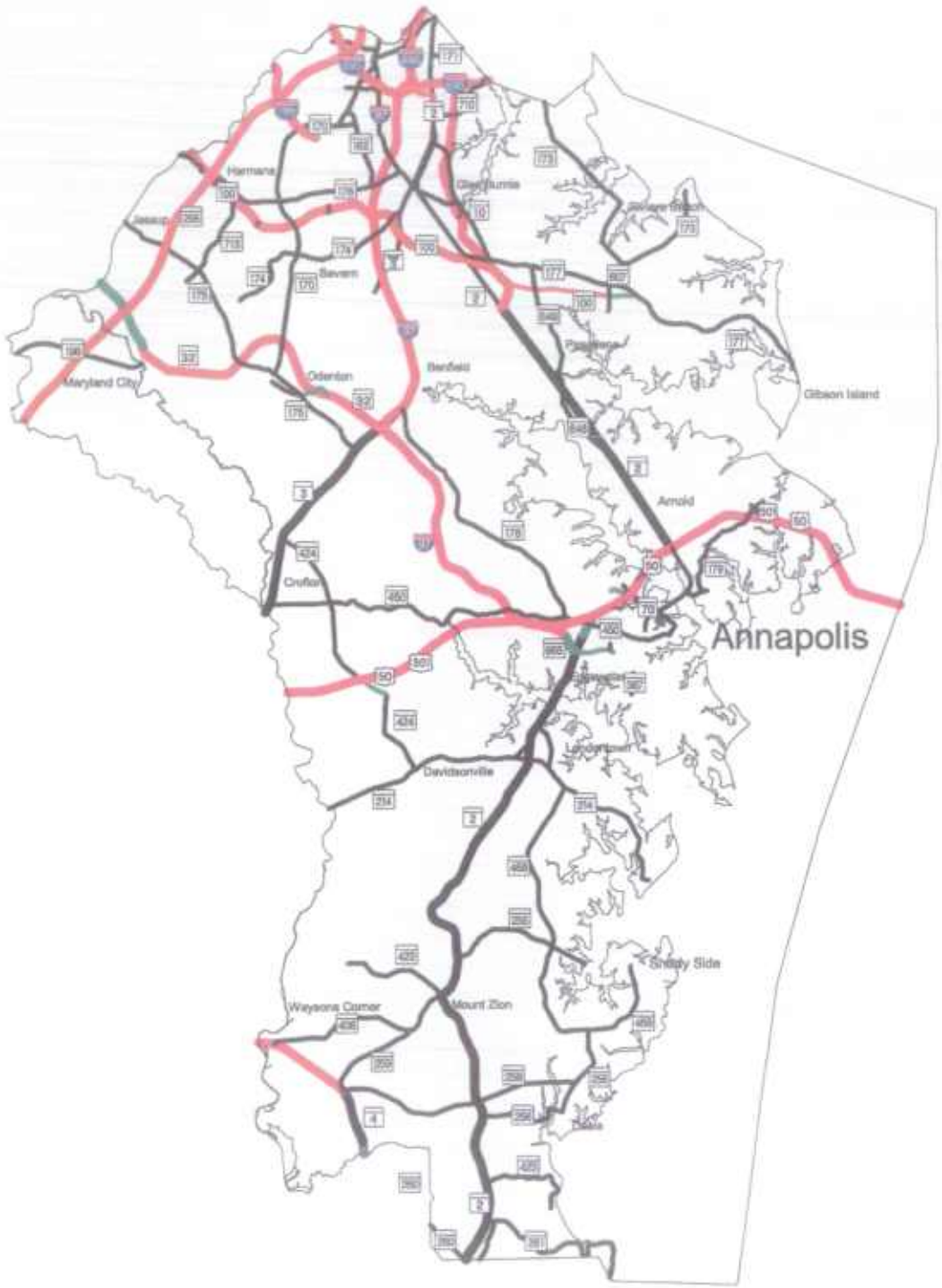
2003 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	0.00	0.00	47.86	47.86	100.00%
Minor Arterials	0.00	0.00	54.82	54.82	100.00%
Collectors	0.00	0.00	44.82	44.82	100.00%
Local	0.00	0.00	19.95	19.95	100.00%
Total	0.00	0.00	167.47	167.47	
Percent	0.00%	0.00%	100.00%	100.00%	

Primary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
IS 68	Garrett CO/L to MD 736	1.54	0.00	Rural Interstate
IS 68	MD 738 to MD 36	1.69	0.00	Urban Interstate
IS 68	MD 36 to MD 53	4.19	0.00	Rural Interstate
IS 68	MD 53 to MD 144	7.27	0.00	Urban Interstate
IS 68	MD 144 to Washington CO/L	25.58	0.00	Rural Interstate
US 220	N. I-68 to MD 607	3.14		Rural OPA
US 220	MD 807 to PA line		0.83	Urban OPA
	Tot. Principal Arterials	43.41	0.63	
	Grand Total	43.41	0.83	

Secondary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 51	W. MD 51B to PPG Road		2.79	Urban OPA
	Principal Arterial		2.79	
	Grand Total	0.00	2.79	



EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No Control

SECONDARY SYSTEM

- Full Control
- Partial Control
- No Control

ANNE ARUNDEL COUNTY

ANNE ARUNDEL COUNTY

EXISTING CONTROL OF ACCESS

Revised 9/04

Primary System Summary
Total Mileage = 134.28

State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	92.31	3.69	22.09	116.09	67.94%
Minor Arterials	0.00	0.00	6.13	6.13	8.05%
Collector	0.00	0.00	6.06	6.06	6.00%
Total	92.31	3.69	38.26	134.26	100.00%
Percent	68.74%	2.75%	26.51%	100.00%	

Secondary System Summary
Total Mileage = 190.65

State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	6.21	2.00	33.60	41.61	21.93%
Minor Arterials		3.10	78.28	81.38	42.69%
Collectors		0.56	59.66	60.22	31.59%
Local			7.24	7.24	3.80%
Total	6.21	5.66	178.78	190.65	100.00%
Percent	3.26%	2.97%	93.77%	100.00%	

Primary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
I-195	BWI Airport to Balto. CO/L	2.56		Urb Interstate
I-97	I-595 to MD 450	0.48		Urb Interstate
I-97	MD 450 to Severn Run	8.20		Rur Interstate
I-97	Severn Run to I695A	8.94		Urb Interstate
I-595/(US 50)	PG CO/L to South River	5.26		Rur interstate
I-595/(US 50)	South River to MD 70	5.32		Urb Interstate
I-695	I-97 to Balto CO/L	2.92		Urb Interstate
I-895A	I-97 to I-895B	0.71		Urb. FR/EX
MD 2	Forest Dr. to I-595/US 50		0.66	Urban O.P.A.
MD 4	Calvert CO/L to 1500' north		0.28	Rural O.P.A.
MD 4	MD 256 to PG County line	2.87		Rural O.P.A.
MD 10	MD 2 to MD 695	6.69	0.00	Urb. FR/EX
MD 32	I-97 to 0.82 mi N. MD 198	9.21		Urb. FR/EX
MD 32	0.62 mi N. MD 196 to 0.34 mi S MD 295 (US Gvt)		0.66	Urb. O.P.A
MD 32	0.34 mi S. MD 295 to Howard CO/L		1.39	Urb. FR/EX
MD 100	Howard CO/L to MD 10	10.45		Urb. FR/EX
MD 295	PG CO/L to MD 175 (NPS)	6.45		Urb. FR/EX
MD 295	MD 175 to Balto. CO/L	6.85		Urb. FR/EX
MD 885	I-595 to 0.13 W. Riva Rd.	1.06		Urb. FR/EX
MD 665	0.13 W. Riva Road to MD 2		0.50	Urb. FR/EX
MD 695	Baltimore City line to MD 10 (Toll)	0.76		Urb. FR/EX
MD 695	MD 10 to I-97	1.72		Urb. FR/EX
	Sub total	82.25	3.89	

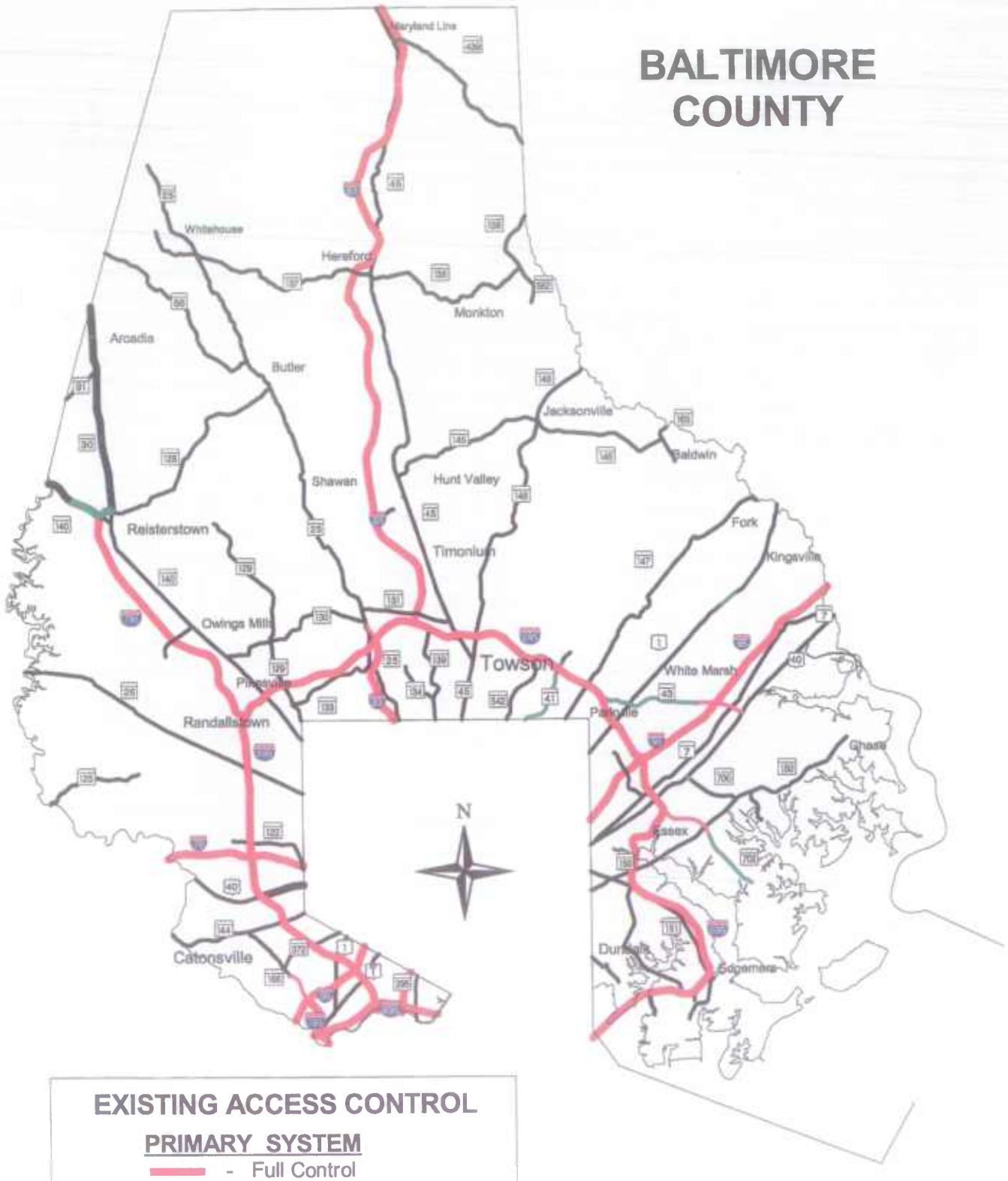
Primary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 895	Balto. Co. line to Balto City line (Toll)	0.60		Urb. Interstate
US 50	MD 70 to MD 908D	6.43		Urb. FR/EX
US 50	MD 906D to QA CO/L (Toll)	2.63		Urb. FR/EX
	Sub Total	10.06	0.00	
	Total Primary System	92.31	3.89	

Secondary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
I-895B	MD 2 to I-895	2.67		Urb. FR/EX
MD 100	MD 10 to MD 607	3.54		Urb. FR/EX
MD 100	MD 607 to MD 177		0.88	Urb. FR/EX
MD 665	MD 2 to Forest Dr.		1.12	Urb. FR/EX
	Tot. Principal Arterials	6.21	2.00	
MD 70	E. College Creek to Bestgate Rd		2.05	Urb Min. Art.
MD 424	MD 909 to Rossback Rd		1.05	Rural Min. Art.
	Total Minor arterials	0.00	3.10	
MD 32AA	MD 32 to MD 175 at MD 677		0.56	Urban Collector
	Total Collectors	0.00	0.56	
	Grand Total	0.00	3.86	

BALTIMORE COUNTY



EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No Control

SECONDARY SYSTEM

- Full Control
- Partial Control
- No Control

EXISTING CONTROL OF ACCESS

Primary System Summary

Total Mileage = 129.74

2003 State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	117.37	1.24	11.13	129.74	100%
Minor Arterials				0.00	0.00%
Collector				0.00	0.00%
				0.00	0.00%
	117.37	1.24	11.13	129.74	100.00%
Percent	90.47%	0.96%	8.58%	100.00%	

Secondary System Summary

Total Mileage = 279.98

2003 State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	5.13	10.53	89.74	105.40	37.65%
Minor Arterials			91.07	91.07	32.53%
Collectors			63.51	83.51	29.83%
Local		0.00		0.00	0.00%
Total	5.13	10.53	264.32	279.98	100.00%
Percent	1.83%	3.76%	94.41%	100.00%	

Primary System Breakdown

Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
I-70	Howard CO/L to Balto City line	4.70		Urban Interstate
I-83	Balto. City line to Shawan Road	10.48		Urban Interstate
I-83	Shewan Road to PA line	17.32		Rural Interstate
I-95	Howard CO/L to Balt. City line	3.62		Urban Interstate
I-95	Balto. City line to Harford CO/L (Toll)	22.65		Urban Interstate
I-195	AA line to I-95	1.75		Urban Interstate
I-695	AA line to I-95	27.65		Urban Interstete
I-795	I-695 to MD 140	6.99		Urben Interstate
I-895	HO CO/L to AA CO/L (Toll)	4.61		Urban FR/EX
MD 140	I-795 to Brian Daniel CT.		1.24	Rural O.P.A.
MD 295	AA/L to Balto City line	1.42		Urban FR/EX
MD 695	I-695 to 0.25 mi N. MD 151	9.24		Urban FR/EX
MD 695	0.25 ml N. MD 151 to Belto. CI/L (Toll)	4.42		Urban FR/EX
MD 795	MD 140 to MD 30	0.47		
	Tot. Principal Arterial	117.52	1.24	
	Grand Total	117.52	1.24	

Secondary System Breakdown

Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
US 1	Big Gunpowder Falls to Sherdele Dr.		0.69	Rural O.P.A
MD 25 A	I-695 at I-83 to MD 25	0.58		Urban FR/EX
MD 41	Belto. City line to Setyr Hill Road		2.59	Urban FR/EX
MD 43	I-695 to Honeygo Blvd.		5.15	Urban FR/EX
MD 43	Honeygo Blvd to US 40	1.84		Urben FR/EX
MD 166	I-95 to MD 166 S/B	0.68		Urban Art..
MD 702	MD 695 to Old Eestern Ave.	2.03		Urban FR/EX
MD 702	Old East Ave to Back River Neck		2.10	Urban FR/EX
	Tot. Principal Arterial	5.13	10.53	
	Total Minor arterial			
	Total Collector			
	Total Local	0.00	0.00	
	Grand Total	5.13	10.53	

CALVERT COUNTY

EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No Control

SECONDARY SYSTEM

- Full Control
- Partial Control
- No Control

CALVERT COUNTY

Revised 8/04

EXISTING CONTROL OF ACCESS

Primary System Summary

Total Mileage = 36.46

State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials		14.39	17.52	31.91	87.52%
Minor Arterials					0.00%
Collector			4.55	4.55	12.48%
		14.39	22.07	36.46	100.00%
Percent	0.00%	39.47%	60.53%	100.00%	

Secondary System Summary

Total Mileage = 80.31

State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials			5.56	5.56	6.92%
Minor Arterials			16.08	16.08	20.02%
Collectors			37.82	37.82	47.09%
Local			20.85	20.85	25.96%
Total	0.00	0.00	80.31	80.31	100.00%
Percent	0.00%	0.00%	100.00%	100.00%	

Primary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 2/4	Dowel Road to MD 264		13.21	Rural O.P.A.
MD 4	St. Mary's CO/L to MD 2		0.71	Rural O.P.A.
MD 4	AA Co. line to Drury Lane		0.47	Rural O.P.A
	Tot. Principal Arterial	0.00	14.39	
	Grand Total	0.00	14.39	

Secondary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
	Grand Total	0.00	0.00	

CAROLINE COUNTY

EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No Control

SECONDARY SYSTEM

- Full Control
- Partial Control
- No Control

CAROLINE COUNTY

Revised 3/05

EXISTING CONTROL OF ACCESS

Primary System Summary

Total Mileage = 18.18

State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	1.40	3.37	13.41	18.18	100.00%
Minor Arterials					0.00%
Collector					0.00%
	1.40	3.37	13.41	18.18	100.00%
Percent	7.70%	18.54%	73.76%	100.00%	

Secondary System Summary

Total Mileage = 131.92

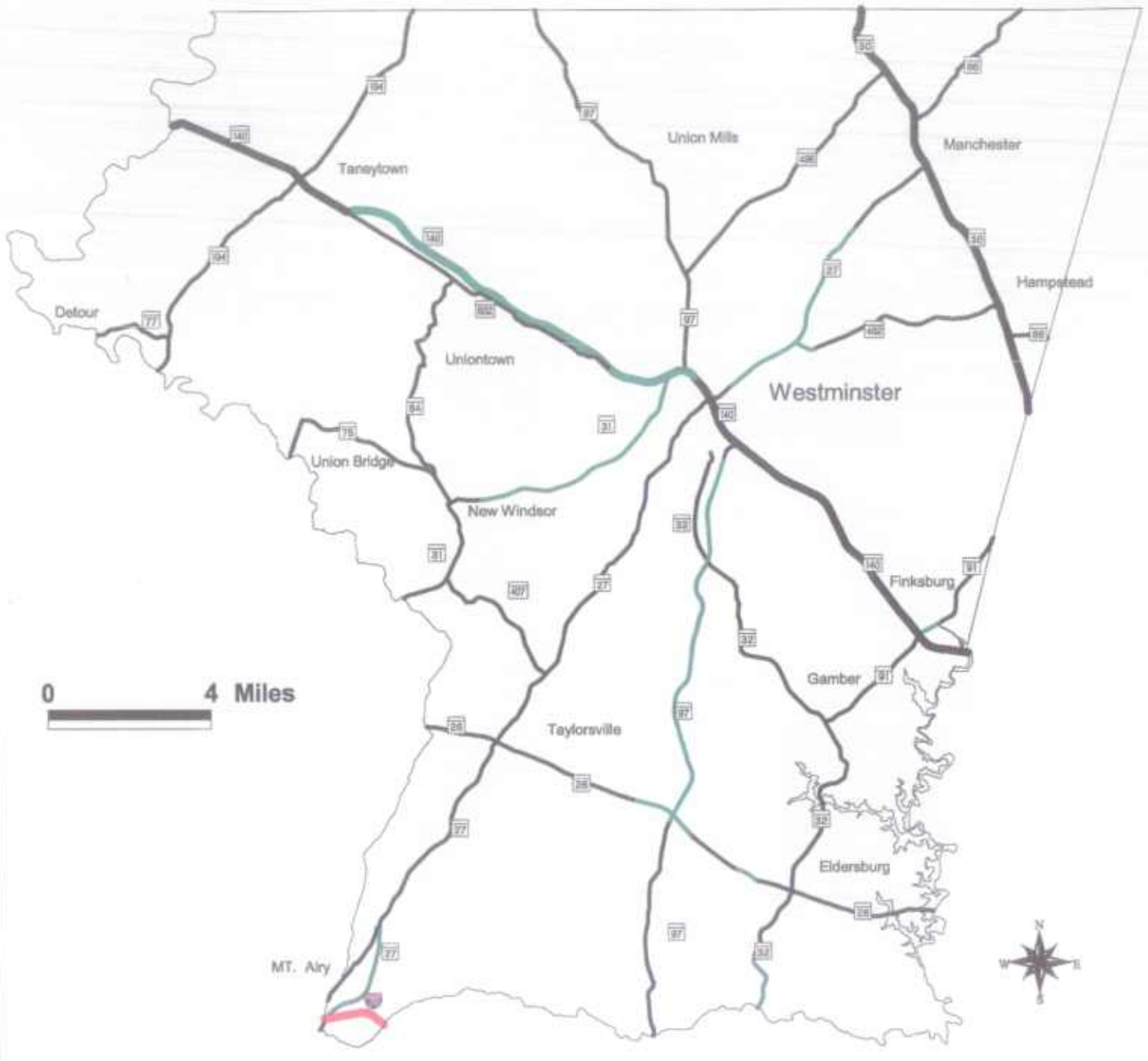
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials					
Minor Arterials		3.39	53.53	56.92	43.15%
Collectors			69.50	69.50	52.66%
Local			5.50	5.50	4.17%
Total	0.00	3.39	128.53	131.92	100.00%
Percent	0.00%	2.57%	97.43%	100.00%	

Primary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 404	MD 404Bus to MD 313		1.83	Rural Other Principal Arterial
MD 404	MD 313 to MD 404 Bus	1.40		Rural Other Principal Arterial
MD 404	MD 404 Bus to Legum Road		0.73	Rural Other Principal Arterial
MD 404	Legion Road to Double Hill Rd		0.61	Rural Other Principal Arterial
	Tot. Principal Arterials	1.40	2.56	
	Grand Total	1.40	3.37	

Secondary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 313	MD 318 to Faulkner Branch Bridge		3.39	Rural Minor Arterial
	Minor Arterials		3.39	
	Grand Total	0.00	3.39	



EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No Control

SECONDARY SYSTEM

- Full Control
- Partial Control
- No Control

CARROLL COUNTY

CARROLL COUNTY

EXISTING CONTROLS OF ACCESS

Revised 8/04

State Primary System Summary

Total Mileage = 37.47

State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	1.61	9.82	26.04	37.47	100.00%
Minor Arterials				0.00	0.00%
Collector				0.00	0.00%
	1.61	9.82	26.04	37.47	100.00%
Percent	4.30%	26.21%	69.50%	100.00%	

State Secondary System Summary

Total Mileage = 178.77

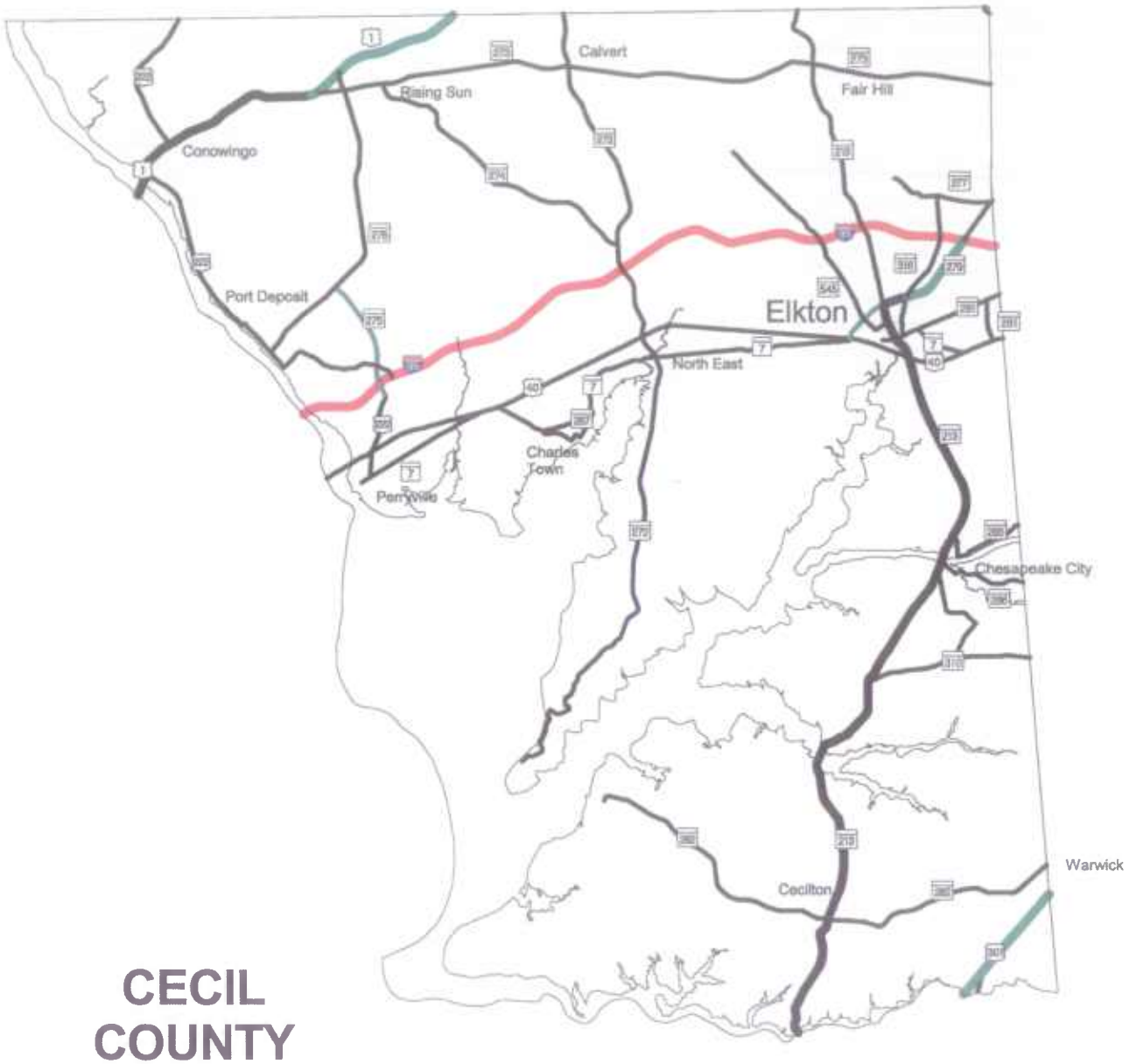
State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials		2.73	10.73	13.46	7.53%
Minor Arterials		25.19	65.63	90.82	50.80%
Collectors		0.66	43.19	43.85	24.53%
Local		0.00	30.64	30.64	17.14%
Total	0.00	28.58	150.19	178.22	100.00%
Percent	0.00%	15.99%	84.01%	100.00%	

Primary System Breakdown

Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
I-70	Frederick CO/L to Howard CO/L	1.61		Rural Interstate
MD 140	Sullivan Rd to MD 31		0.31	Urban Freeway/Expway
MD 140	MD 31 to Royer Rd		1.23	Urban O.P.A.
MD 140	Royer Rd to Old Taneytown Road		8.28	Rural O.P.A.
MD 482	Tot. Principal Arterial	1.61	10.33	
	Grand Total	1.61	9.82	

Secondary System Breakdown

Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
MD 32	MD 32A to Raincliffe Rd.		0.99	Urb O.P.A
MD 97	Hook Road to 0.29 So. Mary Ave.		1.19	Urb O.P.A.
MD 462	MD 27 to Leisters Church Road		0.55	Urb. O.P.A
	Principal Arterial		2.73	
MD 28	Freter Rd to Klee Mill Rd S.		1.89	Rur Min Art
MD 26	MD 650F to Martz Rd		0.63	Rur Min Art
MD 27	I-70 to MD N. Main St.		2.68	Rur Min Art
MD 27	MD 140 to Albert Rill Rd		5.25	Rur Min Art
MD 31	E. Corp Lmts New Windsor to MD 852K		3.58	Rur Min Art
MD 31	MD 852K to MD 140		2.50	Urb. O.P.A
MD 32	Howard Co/L to MD 32A		0.47	Rur Min Art
MD 97	MD 26 to Hook Road		8.19	Rur Min Art
	Total Minor Arterial		25.19	
MD 91	MD 140 to 0.13 N. MD 679E		0.86	Rur. Maj. Coll.
	Total Collector		0.86	
	Grand Total	0.00	26.58	



CECIL COUNTY

EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No Control

SECONDARY SYSTEM

- Full Control
- Partial Control
- No Control

CECIL COUNTY

EXISTING CONTROL OF ACCESS

Revised 8/04

Primary System Summary

Total Mileage = 52.64

State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	18.50	9.18	7.93	35.61	67.65%
Minor Arterials			17.03	17.03	32.35%
Collector			0.00	0.00	0.00%
	18.50	9.18	24.96	52.64	100.00%
Percent	35.14%	17.44%	47.42%	100.00%	

Secondary System Summary

Total Mileage = 155.70

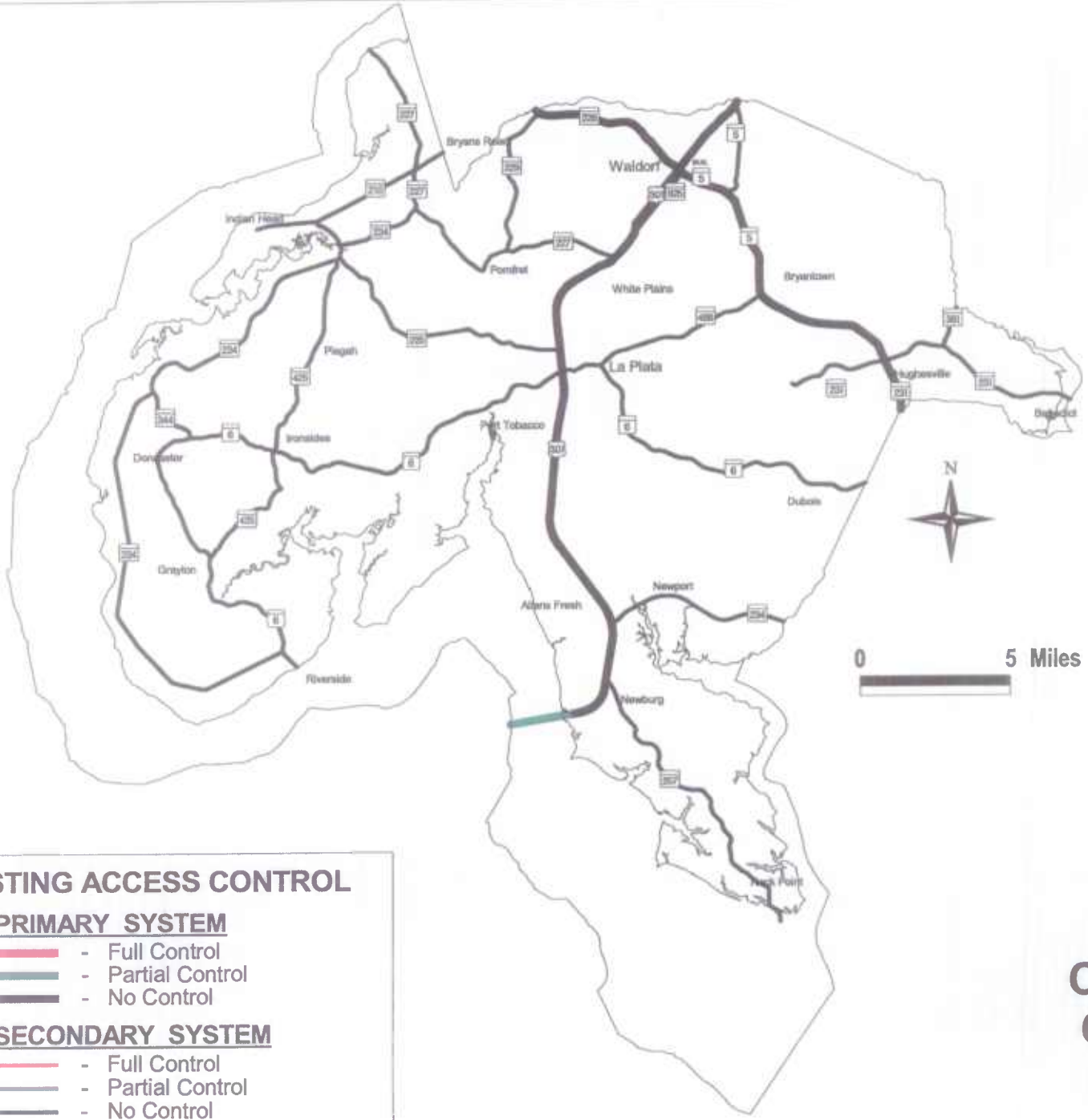
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials		1.18	9.23	10.41	6.69%
Minor Arterials		2.90	70.66	73.56	47.24%
Collectors		0.00	64.37	64.37	41.34%
Local			7.36	7.36	4.73%
Total	0.00	4.08	151.62	155.70	100.00%
Percent	0.00%	2.62%	97.38%	100.00%	

Primary System Breakdown

Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
I-95	Harford CO/L to Frenchtown Rd	1.45		Rural Interstate
I-95	Frenchtown Rd to MD 624A	1.30		Rural Interstate
I-95	MD 824A to .86 mi S MD 272	5.39		Rural Interstate
I-95	0.66 mi S. MD 272 to NE Creek	1.45		Rural Interstate
I-95	NE Creek to MD 316	7.57		Rural Interstate
I-95	MD 316 to DEL/L	1.34		Urban Interstate
MD 279	MD 316 to N. I-95		2.01	Urban FR/EX
US 1	MD 273A to PA line		4.03	Rural O.P.A.
US 301	Kent CO/L to Delaware line		3.14	Rural O.P.A.
	Tot. Principal Arterial	16.50	9.16	
	Grand Total	18.50	9.18	

Secondary System Breakdown

Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
MD 279	US 40 MD 213		1.16	Urban O.P.A.
	Total Principal Arterials		1.18	
MD 222	NB I-95 ramp to MD 275		0.66	Rural Minor Arterial
MD 275	MD 222 to MD 276		2.22	Rural Minor Arterial
	Total Minor Arterials		2.90	
	Grand Total	0.00	4.08	



EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No Control

SECONDARY SYSTEM

- Full Control
- Partial Control
- No Control

CHARLES COUNTY

CHARLES COUNTY

Revised 8/04

EXISTING CONTROL OF ACCESS

Primary System Summary

Total Mileage = 44.02

State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials		2.17	41.85	44.02	100.00%
Minor Arterials					0.00%
Collector					0.00%
	0.00	2.17	41.85	44.02	100.00%
Percent	0.00%	4.93%	95.07%	100.00%	

Secondary System Summary

Total Mileage = 155.49

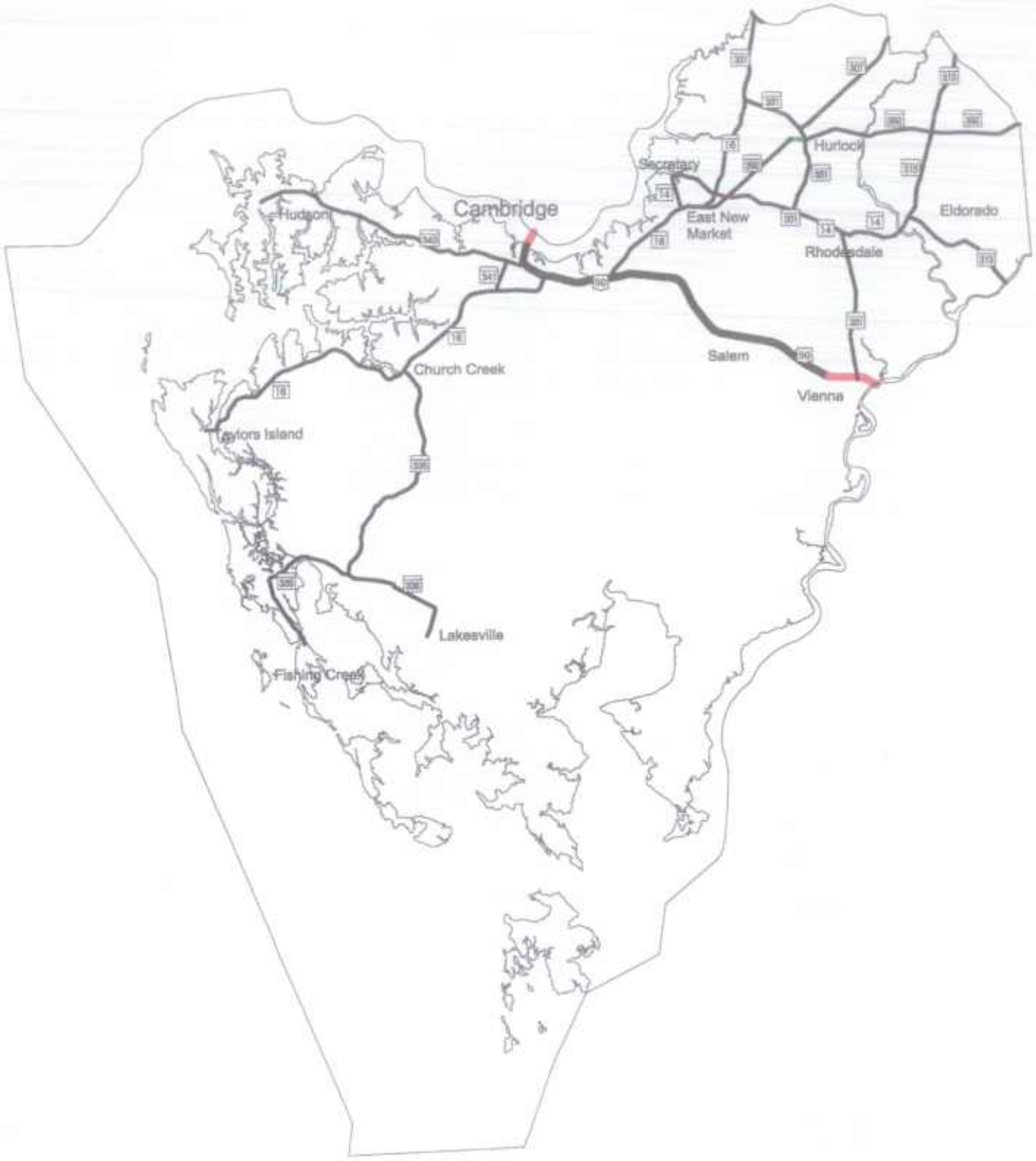
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials			26.82	26.82	17.25%
Minor Arterials			29.69	29.69	19.09%
Collectors			78.15	78.15	50.26%
Local			20.83	20.83	13.40%
Total	0.00	0.00	155.49	155.49	100.00%
Percent	0.00%	0.00%	100.00%	100.00%	

Primary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
US 301	VA line to N. Toll Plaza (Toll)		2.17	Rural O.P.A.
	Grand Total		2.17	

Secondary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
	Grand Total	0.00	0.00	



EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No Control

SECONDARY SYSTEM

- Full Control
- Partial Control
- No Control

DORCHESTER COUNTY

DORCHESTER COUNTY

Revised 8/04

EXISTING CONTROL OF ACCESS

Primary System Summary

Total Mileage 18.83

State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	2.54		16.90	19.44	100.00%
Minor Arterials					0.00%
Collector					0.00%
	2.54	0.00	16.90	19.44	100.00%
Percent	13.07%	0.00%	86.93%	100.00%	

Secondary System Summary

Total Mileage = 119.06

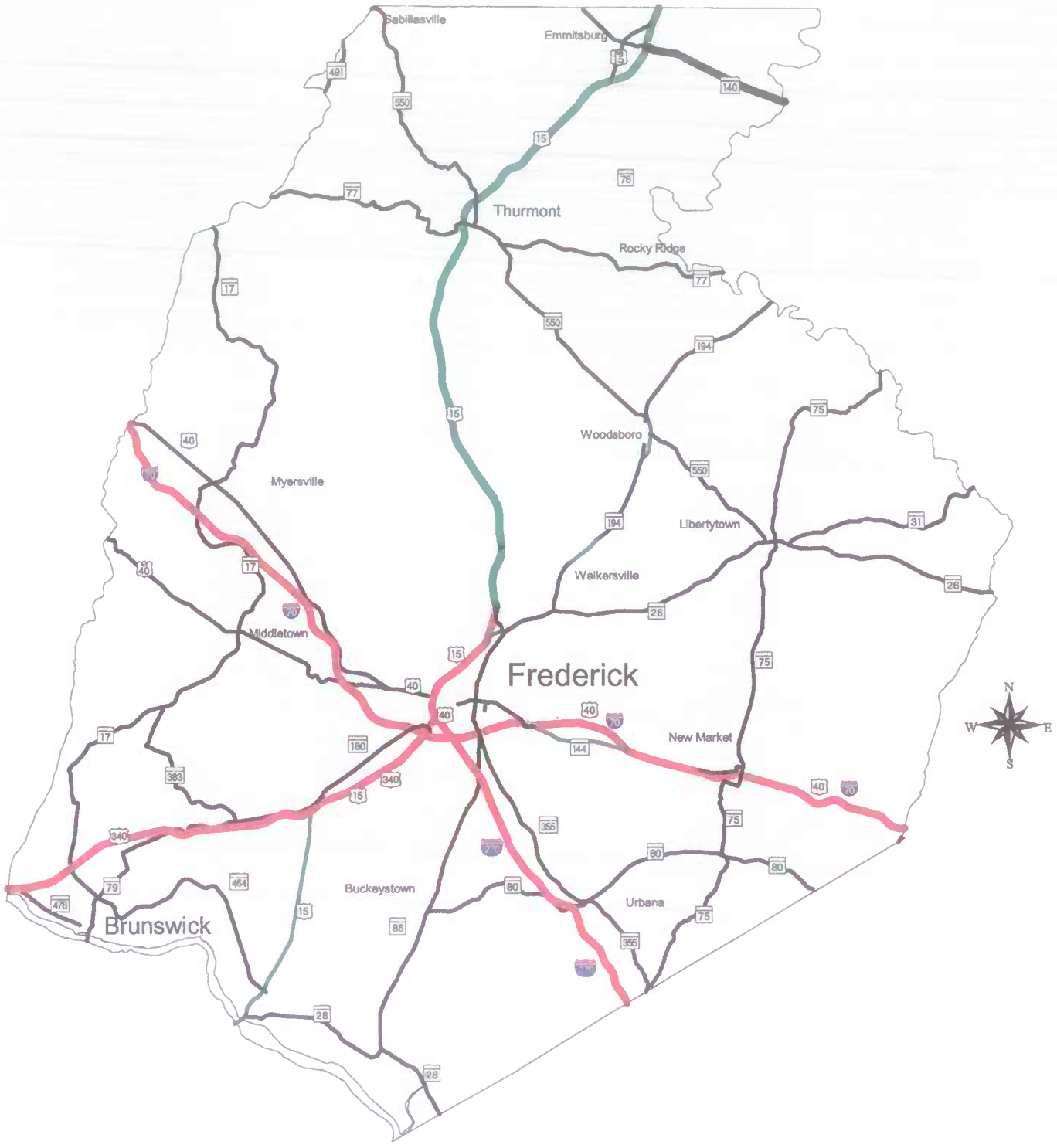
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials			4.70	4.70	3.95%
Minor Arterials		0.62	64.42	65.04	54.63%
Collectors			47.97	47.97	40.29%
Local			1.35	1.35	1.13%
Total	0.00	0.62	118.44	119.06	100.00%
Percent	0.00%	0.52%	99.48%	100.00%	

Primary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
US 50	Talbot CO/L to End Bridge	0.61		Rural OP Arterial
US 50	Old Ocean Gateway to Wicomico County Line	1.93		Rural OP Arterial
	Tot. Principal Arterial	2.54	0.00	
	Grand Total	2.54	0.00	

Secondary System Breakdown

Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 392	MD 392A to MD 331		0.62	Rural Minor Arterial
	Minor Arterial	0.00	0.62	
	Grand Total	0.00	0.00	



EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No Control

SECONDARY SYSTEM

- Full Control
- Partial Control
- No Control

FREDERICK COUNTY